

AUTOMOBILE NEWS AND GOSSIP

TOURISTS DRIVE TO MANASSAS

Route of Seventh Sunday Trip Through Virginia.

The seventh of The Sunday Times' weekly tours for the benefit of Washington motorists was made on Monday last, September 2, in a Wayne touring car, model K, the party consisting of Mr. Hartman, driver; Edward Long, Dr. Grafton D. P. Bailey, and the representative of The Times.

Manassas, Va., as the objective point. With the clouds hanging over them and with a fair knowledge of the road conditions staring them in the face this jolly party faltered just a bit when the hour for the start arrived, hoping for a favorable change in the weather.

Conditions did change and at 11 o'clock the start was made for parts unknown from the Washington home. The Wayne auto, 1313 New York avenue, and continued west on New York avenue to Pennsylvania avenue, thence west on Pennsylvania avenue to M street, thence continuing west on M street to Thirty-fourth street. Here you turn to your right and cross the Aqueduct Bridge then bearing to the right you pass through Rosslyn, Va., and continue along this road, which is known as the "old Georgetown Pike," passing the Arlington brewery on your right.

Pass the Brewery.

From the brewery keep straight ahead, passing through an undeveloped country with a road confronting you that gives the autist anything but encouragement. Just here it is not hilly, but very sandy. After about five and a half miles of this sort of running is left behind, and you are suddenly confronted with a group of country houses, stores, etc., and before you have time to realize just what has happened you find yourself in Falls Church, Va., about seven miles from Washington. You enter and leave Falls Church by way of the main street. Just after leaving the town turn sharply to the right on the first road that crosses your path. This road is very bad and requires the strong, durable car to stand the test.

To one familiar with the fertile Southern soil this road would appear somewhat like the broadside of a canoe of the Blue Ridge, and much care should be exercised to avoid break-downs stops, as the going is very narrow and stony, and is apparently seldom traveled.

While the attention of the driver is largely consumed in selecting his path-way here, you are, however, compensated by the natural beauty of the surrounding country and the many historic incidents, which this barren but naturally rich section recalls.

Berryfield to Fairfax Courthouse.

After three miles or more you are next confronted with the village of Berryfield. Passing through Berryfield you follow the same road, bearing slightly to the left and this is the route direct to Fairfax courthouse.

Upon reaching Fairfax Courthouse the party was greeted by one of Colonel Mosby's lieutenants on horseback and a good representation of the town's population, who extended a cordial welcome and gave vent to Colonel Mosby's war cry. For the benefit of those who may feel a bit hungry in making this trip it might be well to state that at Fairfax Courthouse meals can be procured at the hotel, but it is well to suggest right here that full equipment and supply for the machine be carried from the start as there are no supply houses anywhere on the trip.

The autoists tooted through Fairfax Courthouse by the same road upon which they entered and followed it to the railroad crossing of the Falls Church Electric Car Line. Beyond the tracks you take the first left hand fork of the road. This is about one mile from Fairfax Courthouse, and is the direct road to Centerville.

Here Is Bad Going.

It might be suggested here that much assistance can be had by following telegraph lines. This road is known as the old Braddock road, and received its name from the headstrong British General Braddock, of whose surveying staff Washington was chief. It was his staff of surveyors who planned and cut this road which runs through a wild country to Fort Duquesne.

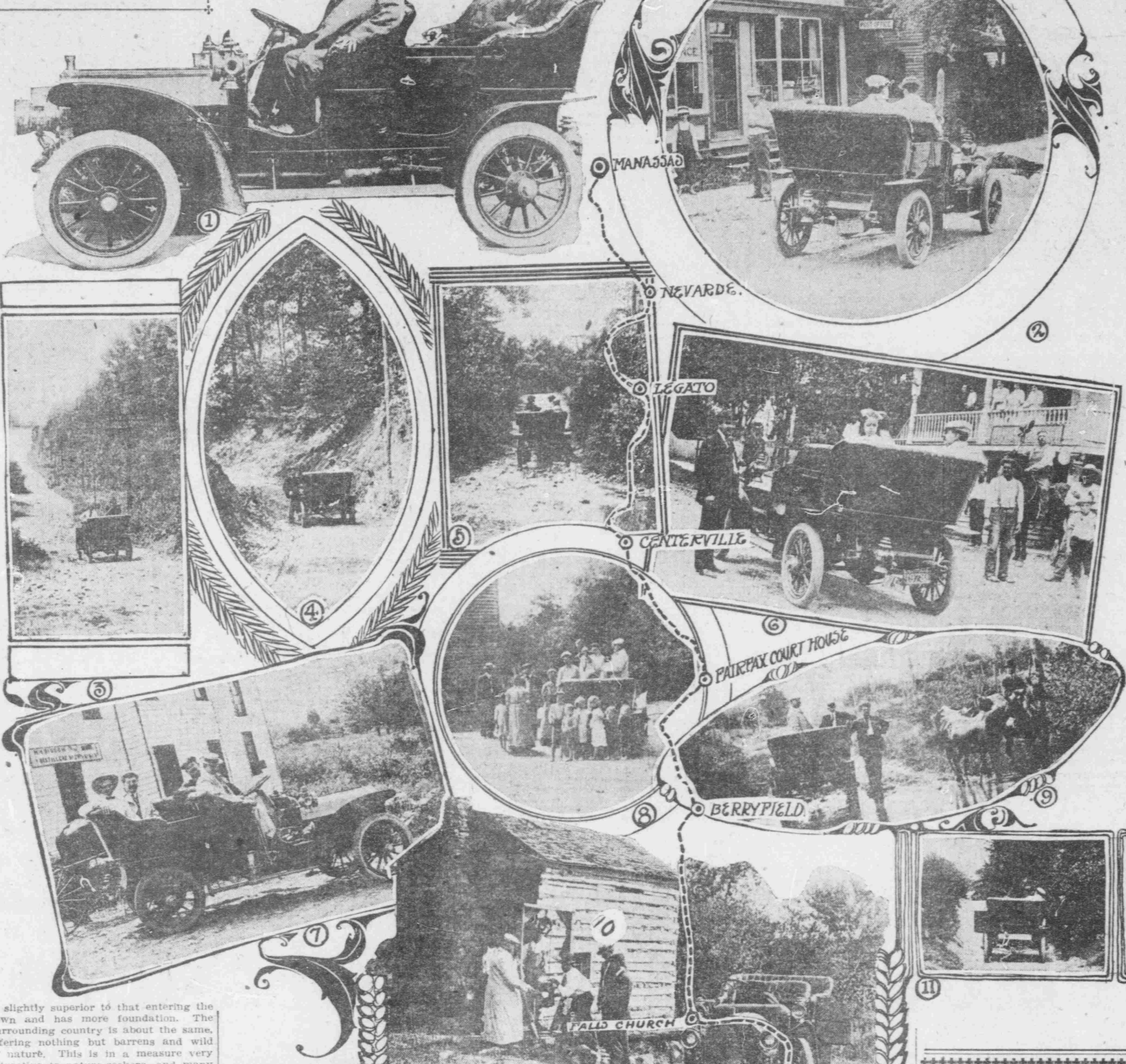
This stretch of road is something terrific, with almost absolutely no bottom except that in recent years the few travelers have built what is generally known as a corduroy road. It is a combination of brush, tree limbs, etc., with but a scant supply of earth covering, and, barring an occasional glimpse of solid bottom, such is the character of road for about five miles, to say nothing of two streams to be crossed, each averaging from four to eight inches deep in dry weather and are not fordable at all by automobiles in wet weather. If any autoist has a car which he desires to put through a first-class endurance test let him drive it from Fairfax Courthouse to Centerville.

At Centerville greetings were extended by the entire population, men, women, and children, dogs, chickens, and one old sow. The sight was a happy one, and The Times representative could not resist the temptation of a photograph of this happy group representative as it was of village life in "ole Virginia."

After a few minutes' chat with the population, the party continued on its way. Upon leaving Centerville turn sharply to the right on the road just beside the blacksmith shop. Continue on this direct road, bearing a bit to the right and then a bit to the left, but do not get off the road, which, however, is easy to hold for there are no forks to mislead you.

The highway from Centerville, while it is very rough, stony and full of ruts,

Pictures Give Excellent Idea of Virginia Roads. Interesting Landmarks on the Route.



is slightly superior to that entering the town and has more foundation. The surrounding country is about the same, offering nothing but barrens and wild of nature. This is in a measure very attractive to nature-seekers, and many interesting views can be procured here.

About two and a half miles from the village you find on your left an old log cabin where you can get your first drink of genuine spring water. Thence continue on same road to Legato.

Oh, Joy! a Distillery!

Just before entering Legato, however, you will note a two-story structure on your left.

This is the bonded warehouse of Sisson's distillery. Adjoining the warehouse is the distillery, where refreshments can be procured, but in quantities of one gallon or more only. Of course the party made a short but comforting stop there.

Leaving Legato, on the same road, bearing to the right for a short distance, which brings you into Nevada. The party did not stop, but went straight ahead for about six miles, when the town of Manassas was reached.

It might be well to state here that the best road of the trip is experienced between Nevada and Manassas and affords quite a pleasant treat to the autoists, especially the driver, who has had to use a keen eye and hand for the entire preceding stretch.

Alexandria Pike Back.

It was about 3 p. m. when Manassas was reached, and after looking over the town for a short while, meeting some of its inhabitants, and enjoying a good meal at the hotel, the start for home was made. On the return the same road was covered to Fairfax Courthouse. Here the party took the Alexandria pike, which is more direct and a better road to travel, allowing the car to make better time.

Incidents were few on the return trip as no stops were made, and The Times tourists arrived at their starting point at about 8 p. m. with everybody happy and all united in the opinion that it was one of the best—even if one of the most trying—trips out of Washington for those wishing to enjoy beautiful natural scenery such as offered by this country.

No trouble was experienced with the car, which, by the way, did not miss once on the entire trip.

Beware of Speeding!

As a still further warning to owners of cars who contemplate making this trip, it is again suggested that all inclinations toward speeding be firmly suppressed, as fast riding is almost impossible, and unless your car be unusually strong much damage may be done and many unnecessary regrets expressed afterward. Then, too, the really interesting points are those passing before the eyes during the slowest going.

- 1—The Start From the Commercial Au to Supply Company.
- 2—Just After Crossing Railroad at Fall's Church.
- 3—Stretch of Rough Road Between Legato and Centerville.
- 4—Deep Cut Between Berryfield and Fairfax Courthouse.
- 5—Fording Stream One Mile Beyond Berryfield.
- 6—Hotel at Fairfax Courthouse.
- 7—Life-Saving Station at Sesson's Distillery, Legato.
- 8—Centerville, Where the Entire Town Greets Tourists.
- 9—One of the Streams Almost Impassable in Bad Weather.
- 10—Pure Spring Water at the Old Cabin.
- 11—One of the Many Cuts to Reduce the Grade. When You Get in Them, You Wish the Hill Back Again.
- 12—Entering Manassas.

ELLA WAXES WARM ON AUTO QUESTION

The automobiles will increase in comfort and utility and decrease in price with each year, and a larger class of individuals will be enabled to enjoy its pleasures and benefits.

The writer of this article does not own an automobile, but she has been fortunate in sharing its delights many times through the thoughtfulness and courtesy of friends, who bestowed the privilege of seeing wonderful beauties of nature both in this country and foreign lands by this means.

There is where the real blessing of the vehicle lies—it enables its possessor to give large pleasures and benefits to scores of people at small cost, and to familiarize home and duty-bound men

and women with inspiring scenery which they could never hope to see otherwise. All hail to the motor car! May it grow in variety and numbers, and decrease in price, until the whole world is speeding on its rubber tires!

You who do not desire to class yourselves with the aging grumblers of earth, cease your useless and foolish condemnation of this, one of the greatest material blessings which progress has bestowed on man.

If you can afford one, buy a motor car and take tired people who are growing rusty from monotony on beautiful drives into remote country places, and learn what a delight and blessing the automobile can be.—By Ella Wheeler Wilcox in New York Journal.

Automobiles.

FOR SALE—Oldsmobile 1904 runabout, good as new; price, \$500. DR. BYERLY, Laurel, Md. a61-61

I HAVE FOR SALE a Wayne two-cylinder touring car—the machine used as model in the last local automobile show. It is built exceptionally, and has made remarkable records for speed and endurance. Recently ran to Atlantic and return in 22 hours each way. Equipped with Searchlights, Shelby, Carburetor, Splitdorf Timer and Switch, all new within the past month. Tires in excellent condition, also one extra tire and tube. Car is at present being torn down and adjusted. Can be seen any time and demonstrated as soon as entirely overhauled. This is an exceptional bargain—being a "show car." It has merits unknown to regular stock cars. Let me show it to you, or ride you around. Address at once, BOX 355, Times office.

Automobiles.

FOR SALE—Maxwell runabout; nearly new; THE DEWEY GARAGE, 1319 L st. nw. OLDS RUNABOUT, 1906; lamps, horn; \$250 cash. 121 C st. ne. a61-31

PERSONALS OF LOCAL MOTORISTS

The automobile played a star role in the Bray-Harrison elopement which attracted quite a little attention last week on account of the troubles the pair encountered—not with the automobile, but in procuring a minister. Martin Bray and Miss Laura May Harrison, of this city, and Mr. and Mrs. J. Frank Bayne, of Kenilworth, left the city in two Maxwell runabouts on Saturday. All efforts to find a minister in this vicinity who was disposed to unite the elopers without asking embarrassing questions proved unavailing and the anxious pair decided to take long chances and went to Frederick. The machines proved worthy of the trust and Dr. Steek started the couple on the return trip rejoicing. The only person who is not at all disposed to commend the auto for its part in the affair was an angry father who did not hear of the marriage until informed of the fact by a newspaper reporter.

Mr. and Mrs. Ira France and child and Miss Kilne, all of Mansfield, Ohio, arrived at the Central Garage last Wednesday and left on Friday morning to return to Ohio.

The car, driven by J. E. McRae, left Mr. France's home August 22, and first went to Cleveland. From Cleveland the tourists proceeded to Buffalo and remained there one day for a short run to Niagara Falls.

Leaving Buffalo on Tuesday morning, August 27, they arrived at Rochester before nightfall and ran from there to Utica in good time, the roads being particularly good over this stretch. After passing Albany the travelers made New York and laid off for two days.

They left York, Pa., on Tuesday and arrived in Washington Wednesday night. The distance covered was about 1,300 miles and with the exception of two blowouts was free from accidents. The return will be made by a more direct route.

David Moore and W. E. Reed attended the auto races in Baltimore on Labor Day, making the trip in Mr. Moore's Thomas sixty.

C. L. Marlott ran to Martinsburg on Saturday and returned on Monday in a Stevens-Duryea.

James E. Baines returned on Monday from an extended tour through New Jersey. A Thomas flyer was the car used and Mr. Baines reports no accidents. Atlantic City and Asbury Park were visited.

With the approach of fall the motor cycle interests are taking a decided boost. The Columbia Motor Cycle Club was organized last week and owners of the two-wheeled travelers are opening their eyes to the possibility of tours. The sales are also increasing. The Pope Indian agency announces the following, all of the Pope Indian models: H. J. Glas, 2-cylinder car; Lewis Kreuger, of the Marine Band, and A. E. Burley, a 2-cylinder machine.

A party of twelve are out today on a run to Great Falls. Similar excursions will be held weekly and cyclists wishing to join the crowd can obtain information as to the tours from G. C. Bowle, of 508 Fourteenth street.

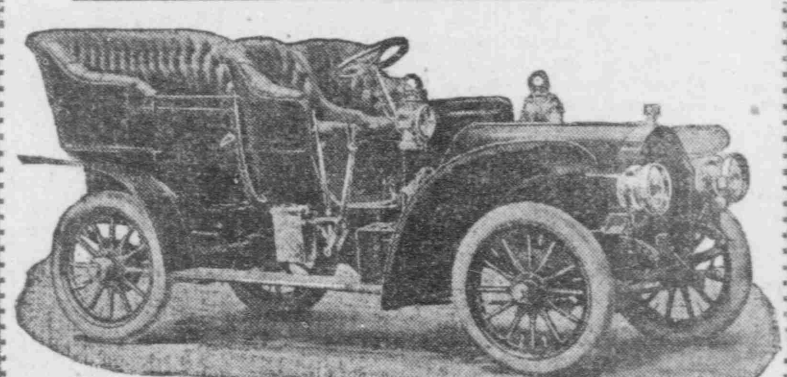
Arthur Keefe, who was out for two months in a Ford runabout, returned

(Continued on Ninth Page)

"This is the car that made the trip without a skip" And we are prepared to make immediate delivery of duplicates of same.



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Five Passenger Touring Car... \$2,500

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